

LAW AND ORDER





Herman E. Talmadge

Guest Editorial

To build a sound and permanent respect for the law in this democratic nation, founded on the principles rooted in its Constitution, should be the objective of all our citizens.

The instrument best able to promote such respect is the law enforcement officer.

It is this officer, be he federal, state, county or municipal, who serves as the personal agent for the application of all our laws, statutes and ordinances.

Our citizens look to the enforcement officers for fairness, uniformity, courage and intelligence in carrying out the mandates of people as written into their laws.

It is gratifying to note the steady improvement in the capacity and ability of our enforcement officers in recent years.

While we do have occasional lapses attributed to incompetency, dishonesty and fear of sinister interests we can, on the whole, point with pride to the organizations throughout our nation in whose hands have been placed the all important duty of seeing that our laws are maintained and are enforced.

The law enforcement officer has a hard job. He must treat friends and enemy exactly alike. He must not favor the strong and powerful nor discriminate against the weak and helpless. He must first have serious respect for the law, himself, and must not, through maladministration of his duties, allow the law to draw the contempt of the law breaker.

Without the law we would have anarchy. Without true law enforcement we would have chaos.

In our State we try to enforce our laws equitably and without undue rigor. Wherever necessary we endeavor to temper justice with mercy. But we never forget that strict enforcement of our laws works for the benefit of all our citizens and assures them of the enjoyment of all their freedoms and liberties guaranteed to them by our Constitution.

Our law enforcement officers have boundless opportunities to provide sound government for our people. Let us, the people, back them in the intelligent enforcement of all our laws.

Herman E. Talmadge

Governor of Georgia

LAW AND ORDER

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FOR ALL CONCERNED WITH THE BUSINESS OF LAW ENFORCEMENT

WILLIAM C. COPP
Publisher

LEE E. LAWDER
Editor

LILLIAN PETRANEK
Treasurer

FRANK G. MACALOON
Circulation Mgr.

ADVERTISING REPRESENTATIVES

DAYTON M. JONES
HERBERT A. WHITE
303 West 42nd St.
New York 36, N. Y.

SCOTT KINGWILL
35 East Wacker Dr.,
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DUNCAN A. SCOTT
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The Law and the Drunken Driver

This article is based on a series of interviews between our editor and police officers using the Hargr equipment, plus some information direct from the manufacturer. It is the first of a series on this subject, designed to help answer questions which Chiefs have asked us in their letters.

The natural inclination to be a champion of the "under-dog" is one of the most noted characteristics of the American public. This inherent desire to help people "get out of trouble" . . . to "give them a break" is many times a thorn in the side of the law enforcement officer.

Too frequently, the familiar case of a "driving while under the influence of drink" will be brought into court a week or more after the arrest. The defendant enters the courtroom accompanied by his wife, and perhaps a child or two. He is dressed in his best clothes and has the appearance of a good American citizen . . . quite different from the drunk who was picked up last week. The jury, composed of men like himself, is reluctant to be too hard on him knowing that by their verdict his license can be revoked. They know too . . . that if he uses it as a means of livelihood he will be without a job. It is a possibility that in a matter of weeks he and his family will be on the town relief roll. Frequently there is a feeling prevalent among the jurors "There, but for the Grace of God, go I" and that is a difficult obstruction for a prosecutor to beat.

The above illustration, happily, is in a minority but it is a situation which does occur . . . especially in towns of a smaller population. It is indeed strange that the very people who pay police to protect life and property are unwilling to back their efforts. It has been suggested that the penalty for "driving while under the influence of drink" be a thousand dollars fine and license revoked for lifetime. Would such a sentence decrease the amount of offenders? Would it be possible to get a jury to give a conviction with such a penalty?

Utilizing the Hargr Drunkometer to determine the amount of alcohol in the system.

A. F. PHOTO



Every year thousands of dollars are spent in safety campaigns. These campaigns are designed with the intent of making the public aware of danger spots, where and how accidents happen. Impressive and accurate statistics are gathered together to prove to Mr. Citizen the importance of obeying the rules of safety. The finest brains in the advertising world have been pooled together as "Public Service Feature" ads to try to mould public thought. Slogans such as "Don't drive if you drink" and "Don't drink if you drive" . . . Alcohol and Gasoline don't mix" have been hammered at the public. But of course . . . like the preacher who scolds his congregation for not coming to church . . . the very people who need his sermon most are not present to hear it. So it is with the drinking driver . . . He thinks statistics are meant for the other fellow.

A glance at the records presented by the National Safety Council will show no appreciable decline or increase in the "driving while under the influence of drink" picture. Drinking on the part of driver or pedestrian represent 22% of all fatal traffic accidents.

The drinking driver presents a need for national legislation to uphold the findings of chemical tests. Chemical tests whether they be . . . blood tests . . . urine analysis . . . saliva or breath tests should be legally acceptable nation wide. The simpler a test is, the better, for the budget is an important factor in most cities and towns. Nothing expensive in the line of equipment can be purchased . . . nor can complicated instruments which require man power be acceptable.

Although only 14 states now have legislation supporting their law enforcement officers in the matter of chemical tests there are 42 states which have used these tests and have been upheld in court. Chemical tests are given for one primary reason. In a sense it is again the American characteristic of leaning backward to give more than an even break. These tests "protect the innocent from embarrassment" and "convict the guilty." They have all been approved by medical authorities and tables have been set to determine the effect that certain amounts of alcohol in the system has upon an individual. People having .15% alcohol in their blood (and upward) are influenced and are liable to conviction as a drunk driver. Chemical tests are the factors which remove human guesswork. It removes the responsibility of decision from the desk sergeant. All too often an offender will go free because of a "reasonable doubt" in spite of the fact that a witness will swear he couldn't walk the straight line . . . or that his speech was garbled and incoherent and he had all the evidences of being

Staff Written

(First of a series)

under the influence of drink. These symptoms can be attributed to other causes . . . shock . . . diabetes . . . multiple sclerosis and many other ailments which can be mistaken for drunkenness.

One of the accepted chemical tests in many communities is the breath test. This is an instrument developed in 1935 by Dr. R. N. Harger, professor at Indiana University Medical School. It first came into prominence in 1938. Dr. Harger delegated The Stephenson Corp. of Red Bank, N. J., to manufacture the instrument and attend to the distribution. The royalties from the sales are given to the Indiana University Foundation and are used for research. The royalties represent 5% of the sales price.

The Drunkometer is a compact kit about $10\frac{1}{2}$ " x $12\frac{1}{2}$ ". It is built very much in shape like a portable radio, square and about 6" thick. All one has to do is to set it down, open it and it is ready for use. It can be operated by one man who needs no special training other than instruction on the instrument's operation. Each kit has rubber balloons individually packed in sealed celophane envelopes to insure sterile quality. The defendant in question is given one of these balloons to inflate. His breath is then passed through a tube into a solution of potassium permanganate and sulphuric acid (which is reddish purple in color). If this liquid bleaches to a pale yellowish brown, alcohol is present in the system. By further operation the amount can be determined.

The estimated cost of a Drunkometer is about \$400. There is no upkeep other than the renewal of chemicals every six months to insure their freshness. Those towns who already have the equipment are satisfied with the expenditure. One method of meeting the budget is for several small towns to join together and buy a Drunkometer collectively. The machine is then kept at a central spot where it is accessible. Usually a doctor is present while the tests are being made and the results of this test supplement his alcoholic fitness report.

In states where legislation legalizes the test, the law specifically states that the consent of the defendant must be secured. A drunk will usually do anything you ask to prove to the world he is NOT drunk. He will give his consent. In one town it was reported that they have had only one refusal in a year. The person was just an "ornery cuss" who wouldn't do anything . . . and his decision had nothing to do with "a man's rights."

In a great many cities the urine analysis is the official test. This is practical where a laboratory is nearby to give immediate findings. If no laboratory is in the vicinity as in many small town cases, this test represents a 24 hour or more delay. The cost is only \$2.50 to \$3.00 per test. A great amount of care must be taken with this test . . . It must have a witness and each specimen must be accurately labeled and sealed.



A. P. PHOTO

A Motorist co-operating in a breath test for use on the Drunkometer.

The legality of the blood tests which require a venipuncture is still a matter of question. There have been a number of opinions that a test taken with or without the consent of the defendant violates a man's constitutional rights whereby the results of the test are the same as a man giving evidence against himself. However, a recent U.S. Court of Appeals gave the decision "A man's body may be examined either in or out of court with or without his consent."

In all probability a step nearer the solution to the problem of the "drinking driver" enigma will be the passing of the Uniform Vehicle Code. In the meantime a greater effort must be made to awaken the public to the fact that a car in the hands of a drunken driver becomes a dangerous weapon. It is not too different than a man not in his right mind roaming the streets with a gun in his hand, a menace to anything which gets in his way. Inasmuch as safety is the all important issue the public should sympathize with legislation for their own protection.

(*Law and Order Magazine will provide reprints of this article free up to 10 copies to Police Chiefs, upon request, and quantities at our actual cost if wider distribution is needed. A second article on this subject will appear in the April issue. EDITOR*)

Chiefly Chatter

MAJOR ROBERT V. MURRAY

It is true that every city and town in the United States has its own peculiar problem of policing . . . some more difficult than others. One of the "tougher" jobs is being the Police Chief of a city that has a 45 million transient population. A city where you can find people of many temperments. A city that is representative of every state in the Union. A city with the qualifications that would make an ideal place of operation for certain types of criminals. The Metropolitan Police of the District of Columbia are well aware of the existing tempting qualities of their city for the lawless and fortunately they have a man at the helm of their department who is well qualified to handle the job.

Chief of Police, Major Robert V. Murray has been with the department since 1930. In response to the question "What ever made you want to become a policeman?", he will smile and tell you that it was furthest from his mind when he came from Havre de Grace (Md.) to Washington. He came specifically to take the examinations for fireman. In Havre de Grace he was a volunteer fireman and decided he'd like to make fireman his life's work.

When he arrived in Washington, he found that the examination for firemen was not being given at that time, but the police exams were. He took them and passed. For the next two years he was a patrolman assigned to the tenth district. From there he moved up to scout car duty. After a few years in that detail he was transferred to the plain clothes detective squad.

Eight years after he had entered the department, he was made detective sergeant at police headquarters. Detective work is a "natural" to a man of Chief Murray's caliber. He is quiet spoken, the executive type of man who would give the experts on "What's my Line" a great deal of difficulty in guessing his livlihood. He may be a banker, or a lawyer, anything but a chief who has 2076 men in his department. He is courteous and possesses a keen understanding of human nature. He gets his results in interrogating prisoners by quiet persistancy and patience rather than by storming and bullying.

Chief Murray lives in Washington with his wife and his eleven year old daughter Rose Marie. He is a family man, as proved by the fact that once in his career he asked for a demotion to allow him to spend more time home at night with his family. He is 46 years old.

Aside from his duties as chief, he frequently accepts invitations to be a guest speaker at businessmen's luncheons. He recognizes the fact it is important to have good public relations. His easy manner gains many personal friends for himself and reflects credit to the department.

His office at 300 Indiana Avenue, is simply furnished with one large desk placed at the rear center of the room. To the right of it is a conference table where several



Maj. Robert V. Murray
Chief of Police, Washington, D. C.

members of his staff or civilian committees may sit and discuss current problems. The walls have 8 x 10 framed photos of men in police uniforms. His office has an informal atmosphere which reflects the friendly welcome of the occupant.

Chief Murray has an interesting scrap book. In it are letters from notables and just plain citizens commending him on his wonderful work . . . particularly in the Brink's \$65,000 robbery on August 25, 1952. The money was recovered and the criminal was in the hands of the police within 18 hours after it was reported. Messages of congratulations came to the chief from all over the nation. Several papers wrote editorials commending his work.

The chief, when asked how such quick action and solution to the crime was made possible, is quick to admit there was nothing miraculous about the case. As soon as the report of the robbery came to Major Murray he issued orders to pick up a former employee of Brink's who was a likely suspect, because of his past associations. He was the man they wanted . . . and to hear the chief tell the story . . . there was nothing to it.

Washington, like many other cities in the United States is undermanned as far as patrolmen are concerned. In spite of the fact that their strength is far short of requirements, Chief Murray points to the fine records of his department and has a full report in detail to back him up. Another thing he will call to your attention is the fact that he considers the man on foot . . . the patrolman . . . the most important man in the war on crime.

All men are important. But like in any war, regardless of what the air force or the artillery do . . . it's the man on foot that is most necessary for the victory. He said that if it were possible to station a patrolman outside of every door in Washington, there would still be

(Continued on Page 9)

The Off-Street Parking Problem

BY V. C. BOWSER

OFF-STREET PARKING has become a must. It is the basis of drawing trade to every retail store, every hotel, every theater, every doctor or lawyer (except ambulance chasers), every church, every hospital, etc. It is the thing which keeps your downtown business area from decay. This area is the source of approximately one-third of the taxes of a city.

Sufficient OFF-STREET PARKING determines whether many people of your own city and of surrounding areas spend their money in your city or elsewhere. A national survey conducted for the National Retail Dry Goods Association shows that each convenient OFF-STREET PARKING space is worth about \$12,000 gross retail sales per year to the retail merchants in that vicinity.

Traffic engineers have done a splendid job with the taxpayers' money in getting good streets and highways to the center of your business areas with swiftly-moving traffic but they stopped too soon. They forgot to provide PARKING after business areas were reached.

The need for OFF-STREET PARKING to provide storage for cars already on the streets is great. But that need will be twice as great to provide for the cars that could and would travel these new highways if there were sufficient provision for parking when they arrive at their destinations. Each year adds more cars, prospective parkers, to the stream of traffic. When convenient parking is available, it is immediately used by car drivers who have previously used public transportation. This cuts the income and the profits of the transportation companies. So, they either raise fares, or cut down on their service, or both. This causes more people to drive their cars which requires more parking. Public transportation in many cities is breaking down. I warn you that you had better prepare for a continually-increasing parking problem.

Surface parking would require approximately three-fourths of every block, which is out of the question. Four-story ramps would require one-fourth of every block. Who wants to park his car in a ramp with all of its car damage and abuse? Your downtown business sections are already built. It is a case of finding space to erect parking facilities. Due to the scarcity of such spaces and high land costs, it is necessary to go up in the air for parking room.

Ramp garages require large lots, a quarter of a city block or more, and a high percentage of this precious space is used to provide the necessary ramps and driveways. They are limited to four or five floors at the very most. Their labor costs for handling cars are high and getting higher all the time. The damage to cars,



Cut-a-way view of the Garage showing elevator-crane and stalls.

both externally and internally, is great. The hidden cost to the car owner in tires, brakes, clutches, wheel alignment and gasoline is high and sometimes not realized by the owner.

A number of so-called mechanical garages have been built, tried, and found wanting in one respect or another. Some of the main reasons for this have been that they were designed by engineers without experience in elevator equipment or in the parking of cars, or both. Some were designed to handle a car vertically or on the level very well but gave no thought to the building to house them, to the ground available, or to the location. Some forgot all about the amount of necessary investment. One recent development costs \$4,300 per parking space.

The BOWSER PARKING SYSTEM was designed with every detail considered from the time the car leaves the line of traffic until it re-enters that line. As you will see before I am through, I am very proud of the BOWSER PARKING SYSTEM especially since one has been in operation for a year under unfavorable circumstances over which I had no control. It has shown a steady gain in volume of business and repeated surveys have shown the public likes to park in it.

This design has been accumulating since 1913 when I designed, built and installed my first parking elevator. It was installed in an old-fashioned livery stable which had been converted into a Buick garage. Cars were parked in the former haymow. In 1925, I was called on to furnish some of the equipment in the Pure Oil 24-floor garage in Chicago. I was with the Warner Elevator Company in 1931 when the Carew Tower was built in Cincinnati. I was with the Atlantic Elevator Company of Philadelphia when the elevators in the 24-story Kent Garage in New York City were rebuilt. I keenly followed the development of the Westinghouse ferris wheel in Chicago, the Baldwin job in New York City, the Park-O-Mat in Washington, the Pigeon-Hole in Madison, Wisconsin, etc.

Then I tried to design a garage and equipment eliminating all the bad and unsuccessful features of all these



Interior view showing individual stalls and elevator shaft with overhead crane.

systems. Believe me, I had very little left. That is why our equipment is so simple and trouble-free. We could have an occasional shut-down but the trick there is to so design our equipment that if one machine shuts down another can slip in quickly and serve in its place. Another difficulty to provide for is how to get customers' cars out if there is a power failure. I can do this too. It is a feature designed right into the equipment and not an after-thought.

In the design of a successful garage, the first detail to consider is LOCATION. It must be located in the midst of the places where the driver and his passengers want to go. Statistics show that prospective customers do not want to walk over 600 feet. This type of location means high-priced ground and generally in small pieces. To use high-priced ground economically, the parking facility must go up in the air. Observation taught me that 24 stories were too many and that parking cars three in tandem was bad. Therefore, our garage was designed for 12 stories and to park not more than two cars in tandem and that in only a portion of the garage.

Observation showed that all street traffic jams at the entrances to ramps and lots were caused by narrow and deep receiving-spaces. Our garage was designed with a receiving-space wide and shallow. When an operator moves a car onto the elevator, that space is immediately available for a car to get off the street. A 400-car capacity garage with three elevators can move 3 cars each minute. With a reservoir of 15 stalls side-by-side, we cause no traffic jams. Cars are delivered to their owners at the same speed. Average waiting time is about two minutes.

Parking Garages

Our experience has shown that an elevator traveling 200 or 250 FPM in a 12-story building can serve 135 stalls if one-third of them are for all day or monthly parkers. It would be impossible for one elevator to serve 135 stalls in a 12-story building with driveways. On small lots, the space for driveways can not be spared. The solution was to move the elevators sideways so they could stop directly in line with each stall. That way, cars are driven straight onto the elevator and only their own length from the receiving spaces. They are carried by the elevators to the parking stalls, up or sideways or both, and then driven their own length either forward or back. That completes the parking operation, which is reversed to deliver the car. There is no external or internal damage; no tire, clutch or brake wear; and no more gas consumed than is used in standing and waiting for a change of traffic lights. The car is delivered to its owner on the side opposite to the receiving spaces.

This sideways operation of the elevator is accomplished by no new and unproved mechanism. We use the bridge only of a factory crane which is mounted on rails in the top of the building. From this bridge, which has a 25-ton capacity which is medium for cranes, we suspend a portable elevator hatchway made of light structural steel. This hatchway is guided at the bottom and at intervals up through the building. The elevator is standard with all the safety features inherent in standard elevators. The hoisting machine and controller are mounted on the crane and all ride along together. The crane bridge is power-driven and controlled in the same manner as the elevator with duplicate electrical equipment for automatic stopping. The cranes are so designed that they can not run into each other.

When the operator drives a car onto the elevator, he reaches out the car window and presses a button which indicates a certain parking stall. Let us say he presses No. 5-4. The elevator travels to the 5th floor and the crane bridge carrying the upward-moving elevator moves sideways to the 4th tier of stalls. The crane and the elevator move and stop independently but when they have both stopped, the elevator is standing at the 4th stall on the 5th floor. The car is driven off either forward or backward and the parking operation is completed.

Our signal system is a very important feature. It automatically shows at all times the full and empty stalls both to the checkers, who decide where to park cars, and to the cashier, who must know what car is in each stall. When the owner calls for his car, the cashier re-

-Bowser System

moves her portion of the parking ticket from a rack. This removal causes a light to appear on the elevator board in the elevator which serves that stall, and the operator thus knows which car is wanted. While the cashier figures the bill and makes change, the elevator operator is bringing down the car which can be delivered to its owner in one minute.

Our Des Moines garage has 15 stalls side by side. Two receiving spaces are used for other purposes and two delivery spaces on the opposite side of the ground floor are used for the cashier's office. There are 9 parking floors with 45 stalls each. Thirty of these are used for short-time parkers and 15 for all-day or monthly parkers. These proportions can be adjusted to fit the demands of any location. Each elevator-crane unit normally serves 5 stalls sideways but in emergencies each unit can serve 11 stalls sideways. The stalls adjacent to the elevators are for short-time parkers. The second stalls on one side are for all-day or monthly parkers. They generally come in earlier than the short-time parkers and leave later. Occasionally a short-time parker has to be moved to get to an all-day parker. The short-time car is put on the elevator and taken to the nearest vacant stall. The operator uses the Tele-Talk to notify the cashier of the change and she makes a similar change of her portion of the ticket for that car. The change in empty and full spaces is automatically recorded on the checkers' panel. This requires 45 seconds, and the second car belonging to the all-day parker is available.

Each elevator can serve in the next elevator-zone in case of an emergency. In case of power failure or most types of elevator shut-downs, the elevator brake can be released manually and the empty elevator will coast upward due to the over counterweight. When a car is driven onto the elevator and the brake is again released manually, the added weight of the car will cause the elevator to coast down to the ground floor. Thus the garage can be emptied in case of a power failure. The operation of the garage is slowed down but not stopped.

One elevator operator can handle as many cars per hour as 3 drivers in a ramp. In a 400-car garage with 3 elevators, we can save the cost of 6 drivers. The power cost and the maintenance of the elevators about equal the cost of 2 drivers. Power costs are approximately 1½ cents per car parked.

A BOWSER SYSTEM garage uses about 40% of the ground which would be required for a ramp of equal capacity. Our costs per stall complete with elevator-crane equipment are no more and in many cases less

than a ramp. Our buildings are attractive and no downtown location will object to their existence. Our buildings are substantially constructed and are not one-purpose buildings. This fact is very attractive to bond underwriters. We can give quicker service with less car damage and at less cost than a ramp. Customers like the way we handle their cars. Ramp garages fear our competition.

According to a statement made by the Consulting Engineers for the City of Denver, the two BOWSER-equipped garages they are now preparing to build will cost them \$300,000 LESS than the two ramps of the same capacity on which they took bids four years ago. Our garages will cost them \$44,000 less per year to operate.



Exterior View of the Bowser System Garage
in Des Moines, Iowa

Chiefly Chatter (from page 6)

crime from behind the door that they can't control. But it would be quite a different matter as far as reducing crime on the streets.

Upon being appointed Chief in Washington, Major Murray prepared for the commissioners a report which included seventeen recommendations. These suggestions were for better efficiency, closer co-operation between civilian, federal and police agencies, and other constructive measures. Of the seventeen points covered in his report sixteen are now in effect and the seventeenth is contingent upon a vote of congress which will have to wait until it convenes.

It was a fortunate day for Washington the day Robert V. Murray took a police examination instead of one for fireman.

It's Eye is on the Speeder-



The camera has a supply of 2000 frames on every load.

Electronics have played an increasingly important part in assisting law enforcement officers to do a better job. Radio, from car to station, has become just as necessary for police work as a weapon or a badge.

Now under tests for permanent installation as part of police equipment is the new Radar Camera. This machine was designed to record evidence against the "speed merchants" of the highway . . . that minority group who believe that the speed limit signs are merely for highway decorations.

Records show that many law enforcement officers were injured or killed while trying to apprehend speeders. With the use of this camera it will no longer be necessary for a motorcycle highway patrolman to risk his life and limb in pursuit of the reckless speeder. The new Radar Camera is silent witness to the law violators.

The word Radar is a modern word coined especially to describe the function of the instrument. It means *R*adio . . . *D*istance *A*nd *R*ange. It is a product of the second world war and was primarily used as a defensive weapon. It became valuable as a means of detecting objects at a distance. Radio waves from the instrument sent away from the station come in contact with an object and bounce back. The range and speed of an object can thus be computated.

This machine is one of the first to utilize Radar for peace time. The inventor of this Radar Camera, strangely enough has not a long background of impressive electronic achievements. For seventeen years, he served as an attorney for a large casualty and insurance company. His particular job had to do with claim adjusting and during that time he studied the electronic field

The Traffic Problem

The number one problem confronting most every police department today is traffic in general. In solving this problem the help and co-operation of the public is necessary.

Being mindful of this fact, the Police Department of Rockville Centre (N.Y.) has embarked on a strong public relations campaign. The traffic detail of the department consists of twelve men and is headed by Lt. Louis Ferrari.

Rockville Centre has a population of 23,000 and is located near the south shore of Long Island. There are three heavily traveled arteries passing through town, Sunrise Highway, Merrick Road and Lincoln Ave. It is reported that over 5000 cars per hour pass at one intersection and during the summer months when traffic to and from the beaches is heavy the figure takes a big rise.

The town has many service clubs and active civic associations. Lt. Ferrari, as a representative of the police department, is frequently invited to be the guest speaker at meetings of these organizations. This service is helpful both to the police and to the police department. It gives the department a chance to acquaint the taxpayer with their accomplishments and, at the same time, hear the "other side" of the story.

Recently, Lt. Ferrari was invited to be the guest speaker at the South Side Civic Assn. Ferrari is not a "born orator." He looks like a cop—and IS a cop but he has an easy, informal manner and presents his well organized story in an engaging way. His years of service as a policeman have taught him that his most valuable

and Public Relations

asset is his sense of humor. He displays it frequently as he talks.

His "talk" begins with a short history of his department and the general overall picture of its function. He leads into statistical information comparing accidents this year with those of last. He makes statistics interesting and draws conclusions such as "There were 87 less accidents this year; not because we had less traffic but because of . . ." and he goes on to tell that THEIR police department put up more signs, made more "stop streets," used more paint for cross streets and center of the road markings . . . etc.

Without being subtle he tells his audience that the police department is doing everything possible to assist the bus lines in giving better and more efficient service. He makes a point that a bus rider means one less auto on the road and one more empty parking space.

The Rockville Centre Police Department is planning four safety campaigns for 1953. These campaigns are designed to reach every person in town starting with the school children. Already great progress has been made in reducing injuries from bicycle accidents. With the co-operation of the school authorities arrangements have been made on a set of rules for bike riders. "No one in the third grade or under shall ride to school on a bike." Riding by children living within a short radius of the school is also prohibited. For the new campaign the use of a comic book safety promotion is being considered.

Realizing that the best method of preventing accidents
(Continued on page 14)

The Radar Camera

is to educate people as to their causes, Lt. Ferrari lists with the thought in mind that the needless injury to law enforcement officers could be minimized by the use of a silent witness to violations. This past year he has been demonstrating his camera with favorable results. The inventor, Leon Pearle, has confidence in his machine as an effective means of enforcing speed limits.

This machine is manufactured by the Radar Control Devices, Inc., of New York. It is completely automatic and does not require a squad of engineers or technical men. Set the machine in place and it will do its job. The Radar Camera is generally placed on a bridge or overpass on a highway. If the state is one that has only a rear license the camera is faced away from the on-coming traffic. It is set to take pictures up to 100 feet away. It has a specially made telescopic lens which can allow the camera to record the license number of a car traveling at 100 miles per hour. The camera is equipped with 16 mm film and shoots single frames. It can record violations at the rate of two to five cars per second. Each roll of film consists of 2000 frames.

The steps before placing the camera in action are very simple. It is necessary to set the camera at the speed wanted. For instance if the limit is 40 MPH the camera usually is set at 45 MPH allowing five miles per hour grace. The mechanism is so delicate that a car going at the rate of 44.9 MPH will not be snapped. The moment a car passes exceeding the speed limit, the camera goes into action. The picture snapped is a permanent record of a violation.

The "pictures" are taken from the camera once a week. They can be developed within 24 hours and tickets be on the way to offenders. The date is determined by the following routine . . . Each morning a patrolman with a key unlocks the machine. He then rides the police car in range of the camera at a normal speed . . . then above the speed limit. It is done to insure the fact that the machine was in perfect working order for the day. The process is repeated in the evening about sunset when the machine is turned off.

The camera was first tested in Hackensack by Mr. Pearle on a Route 4 overpass. He invited Police Chief William J. Menke and Traffic Superintendent James Perone of the Hackensack Police Department to witness the demonstration. The camera was set and a police car was used as the "speeder". The car first went through the camera zone at the normal speed then on the second trip exceeded the speed limit. Both observers were favorably impressed with the demonstration.

It is agreed that this device has the advantage over other types of "speed traps" inasmuch as it does not require the usual two man team. It eliminates the chance of giving a ticket to the wrong car as is a possibility on the "walkie talkie" speed trap.

Recently an order for two machines was placed for use on the Merritt Parkway by Commissioner Edward



Mr. Leon Pearle, inventor of the Radar Camera with an associate, Mr. James Goodman prepare to demonstrate the effectiveness of the machine.

J. Hickey of the Connecticut State Police. These machines are expected to be placed in operation April 1953.

Warning signs "Radar Camera in Operation" are along the highway where the camera is placed.

This camera may not be purchased outright and consequently does not represent an outlay in the budget. The Radar Camera is rented at a cost of \$35.00 a day. It is naturally expected that the camera more than pays for itself and builds a reserve fund that can be used for other police purposes.

The first question that usually comes to mind is the legality of the evidence. Will it be acceptable in court? Anticipating this question the Radar Control Devices, Inc., have investigated the possibilities of a test case and preparation has been made should the occasion arise. It is agreed that the method of determining the rate of speed is different than the orthodox manner of trailing the suspected speeder. In this case the determination of rate of speed is made by the laws of science and appears to have a precedence in the case of People v. Herman 20 N. Y. Supp 2d 149. In a test case expert testimony would be required to determine the manner in which the equipment identifies the vehicle and computes the speed.

Another possible point of issue would be the identity of the car driver. By precedent the prosecutor need only to submit evidence of ownership by the defendant. This situation has precedence in the People v. Rubin 284 N. Y. 392 (Common Law . . Presumption that owner parked car).

New scientific instruments are welcomed in the field of law enforcement and any method that will make the law enforcement officer's life a little more pleasant and at the same time influence the public into obeying the laws that are set for their own protection is an advance toward greater law and order.

Why is a Policeman?

We have a favorite question which we like to ask when visiting with law enforcement officers. "Oh . . . by the way . . . What in the world ever made you want to be a policeman?" . . . The officer generally looks at us to see if we are serious and we hasten to explain that we have noted the new "crop" of rookies. They are clean cut . . . intelligent . . . college educated in some instances . . . others have at least a high school diploma and an additional armed services education, . . . We wonder why these boys work for less than \$3000 a year in most cases, when they could be making much more money in private industry . . . at today's labor prices.

Strangely enough the majority of men do not have a glib answer ready for us . . . "Never gave it a thought" is the usual reply. . . . We remember one who with a twinkle in his eye who said . . . "Well . . . don't quote me and I'll tell you . . . It's a lazy man's job. . . . It's steady . . . Depressionless . . . Home for dinner or lunch . . . Pension . . . Security . . ." We had a suspicion he was pulling our leg so we just nodded wisely and continued asking questions. We found he had been with the department for fourteen years . . . was never home on time for his dinner . . . put in many extra hours . . . and as for security . . . he had a nick in his arm as a souvenir of a gun battle with a hold-up man. He works just as hard today as when he was a patrolman.

Another answered our question with his own question "Why are volunteer firemen?" . . . The siren goes off at 2 A.M. on a cold winter morning . . . He hops out of a nice warm bed, jumps into his clothes and five minutes later you can find him hanging off the side of a fire truck. . . . Why? . . . It's a cinch he doesn't get anything out of it. Well, maybe he does if you count the feeling a man gets when he's been of service to his fellow man. Maybe a man has the same feeling when he selects police work for his occupation.

A. P. PHOTO



An applicant prepares to take the police exam. What is he thinking as he eyes the three stripes on the sergeant's sleeve?

Some people work for more than a pay check . . . so we guess it isn't the money. As a matter of fact it is a wonder that the policeman isn't the highest paid man in the community. Why? Just think of the services he is called upon to perform in the line of duty, and beyond it. He sometimes performs services that specialists charge a great deal of money to render . . . Policemen are called in every emergency . . . They have been known to deliver babies . . . They frequently get a call to rescue some cat or animal from the treetop . . . or on a telephone pole . . . or ice jams. . . . The policeman must be a psychologist and be well aware of the peculiarities of human conduct and behavior because of his dealings with neurotic people . . . Many times he is called upon to risk his neck on a twenty story building ledge trying to convince some would-be suicide that somebody loves him. The policeman must be a one man information bureau . . . He is expected to know every street in town . . . and in many cases every house on the street and every person in the house. . . . He must also be enough of a lawyer to know a man's rights, so that no false arrest will embarrass him or his superiors.

But above all, he must be a diplomat of diplomats. He must never take sides when a legal decision is necessary, and never agree or disagree with a complainant. He must be a sphinx when the town's "big wheel" is able to pull strings to get his son's hot rod reckless driving ticket knocked down to an overtime parking ticket.

He must be a leader, one who brings order out of chaos and confusion. Groups of people look to him to take command as soon as he appears on the scene! It is not enough for him to arrest the criminal, he must have the qualities of a mind reader and know where and when a crime is to happen, and prevent it. Nor should he get annoyed if the man arrested goes free because his lawyer placed a reasonable doubt in the mind of the jury and say the rock that was found in the man's hand and the billy in his pocket were not weapons. The rock was to be placed under his sagging porch and the billy was just to hammer a few nails. (An actual case.)

He is expected to keep in good physical shape so he can jump over fences and run as fast as the criminal. He must be a good marksman for his own protection and to fulfill the law.

The policeman must be a one man welcoming committee for the out of towners who ask directions of him. To them, he represents the whole city as he is probably the one point of contact they have with the town. He is "Mr. Public Relations" in person.

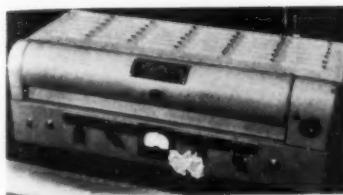
He must be well versed in the deportment and ways of youth; be involved in youth activities. By being a counsellor he is better able to control delinquency.

The policeman is expected to have a touch of the engineer in him. He must keep traffic moving . . . see that the lights are timed rightly.

Don't forget it helps if he knows a little about autos.

(Continued on page 14)

New Products and Methods



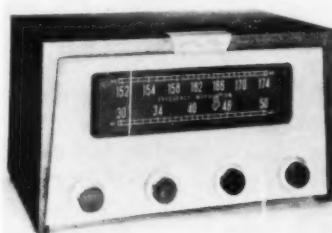
Visual Data Transceiver

International News Photos
235 East 45th Street
New York 17, N. Y.

An instrument which has received acceptance in 26 law enforcement agencies in 18 states is Speedphoto Transceiver. It is a two way system of transmitting photographs, fingerprints, and documents of any type through telephone lines or by radio.

A system of this type offers a positive method of rapidly obtaining or receiving data from fixed points and/or to the Federal Bureau of Investigation in Washington in a matter of minutes.

Installation, operating techniques and prices available on request to manufacturer, refer to L. & O. No. 1, or by checking the enclosed post card.



Communications Receiver

Radio Apparatus Corp.
55 N. New Jersey St.,
Indianapolis, Ind.

Model DR200 two-band communications Receiver a newly developed low cost Type 16 A fixed and tunable combination ac receiver for 30-50 and 152-174 megacycle Monitoradio Model DR200.

Operating in two fixed frequency ranges the tunable feature can be used alternately with the flip of a switch. Under routine operating conditions the DR200 performs as any standard crystal controlled monitor receiver. But when conditions re-

This department, compiled by Frank MacAloon, will report new products and methods of business and professional interest to police officers. You are invited to request further information direct, or by using the L&O post card.

Information as to prices may be obtained by writing the manufacturer. Refer to L. & O. No. 3 or check the enclosed post card.



Two Methods of Artificial Respiration

National Safety Council
425 Michigan Ave.,
Chicago 11, Ill.

A new safetygraph "Two Methods of Artificial Respiration" provides a ready aid in teaching small groups the "arm-lift back-pressure" and the "hip-lift back-pressure" methods of artificial respiration.

Although these two methods of reviving drowning and electrical shock victims have proved more effective than the widely-used Schaefer system, few people have been instructed in their use.

The new visual aid provides a means of training small groups in the back-pressure methods. The safetygraph can be set on any flat surface and opened to form an easel.

On the pages facing the audience are drawings of the various steps in both the arm-lift and hip-lift methods. The explanation of each step is printed on the back pages in large type which can be read easily by the instructor—providing both notes and visual aids in one ready-to-use package. An added feature is a complete discussion of the problem of changing operators during the resuscitation cycle.

The safetygraph will be sent on approval for a five-day free examination.

Measure Meter

Shalda Manufacturing Co.
835 S. San Fernando Rd.,
Burbank, Calif.

It is a mobile device which accurately clocks measurements in feet and inches like an automobile speedometer. Its use reduces measuring to a one-man operation and eliminates tape stretching and the inaccuracies of yard stick flopping.

Manufactured in Los Angeles, the device was put to practical use by that city's police department. It now is in use throughout the nation by railroads, state and municipal highway departments, and many other businesses where interior and exterior measuring is necessary.

The Shalda Meter weighs only three pounds and has a handle which extends 40 inches. It sells for \$42.50 and is guaranteed for one year. Complete details are available from the manufacturer. Refer to L&O No. 5, or check the enclosed post card.

FREE LIST OF BOOKS

on Police Work
sent on request.
Civil Service Book Sales
1728 East 87th St.
Chicago 17, Illinois

Letters

Department of Police
Daytona Beach, Fla.

Dear Sir:

Concerning your request for a suggestion, it has always been my thought that a magazine dealing with law enforcement could fill a long existing need for articles of a schooling and training nature in basic laws applicable to law enforcement procedures and techniques of investigation.

Such a magazine would be of great value to all law enforcement personnel throughout the United States.

Very truly yours,
Albert B. Moore
Chief of Police

(Ed. Note) Chief Moore knows exactly what we are trying to do. We hope he will contribute articles from his long law enforcement experience.

Department of Police
City of Appleton, Wisc.

Dear Sirs:

As far as any special features are concerned, it is suggested that one page of the magazine be devoted to the law of fingerprinting, such as: who can be fingerprinted, as persons apprehended for investigation and then released, etc. Also, if this is backed up by any Supreme Court decisions.

One page to contain special phases of crime. For example, our court has ruled that before a person can be convicted of drunken driving, the person must actually have been seen driving while intoxicated. That the man involved in an accident and behind the wheel of a car in an intoxicated condition is not sufficient evidence for conviction of drunken driving. . . . Also if this is a Supreme Court decision.

Herbert W. Kapp
Chief of Police

(Ed. Note) Those are good questions for discussion. We have been inquiring around a few states and find a variety of opinions from law enforcement officers. Many are convinced the "circumstantial evidence" of an accident and a drunk behind the wheel plus a doctors certificate would be enough for a conviction.

Police Department
Boulder, Colorado

Dear Sir:

I am interested in your new journal, *LAW AND ORDER*. A publication dealing with the every day problems of the law enforcement office will fill a very definite need.

I do not believe that the average police officer is much interested in long winded dissertations of the sub-conscious mind and the subject of bed wetting at the age of 16. I have read many articles on juvenile delinquency in which fine theoretical panaceas were offered; I have often wondered what would happen if some of them had been put into practice.

Very truly yours,
Myron M. Teegarden

(Ed. Note) Chief Teegarden has a good point there. . . . Too many magazines have not resisted the temptation to print scholarly dissertations on a particular theme with the thought that they may gain prestige as an intellectual leader. We want our magazine to have the elements of the educational without the pomposness of intellectualism. Wow . . . that's a mouthful.

Fresno, Calif.

It's an ambitious schedule you have set for yourself.

Henry R. Morton, Chief of Police
Norwalk, Conn.

Street and off street parking is one of our biggest problems. Articles on this subject would be helpful.

M. Orlins, Chief of Police
Gilman, Illinois

Very much pleased to learn that a magazine of this type is being made ready for the law enforcement officer.

Homer Roush, Chief of Police
Crowley, Louisiana

I would suggest an article on proper recording of activities of law enforcement officers . . . Keeping of records etc.

Maxwell L. Barousse, Chief of Police

Public Relations (from page 10)

is to educate people as to their causes, Lt. Ferrari lists what his observation has taught him, the chief offenses. First, and high on his list is "the lack of common sense and courtesy." Next in importance is "the complete disregarding of signs and failure to obey the law." Another cause is "the improper left hand turn." Other factors he names are speeding, mechanical defects in car, and he emphasises the fact that 39 of the accidents were caused by dogs running loose.

He also lets his audience in on a "trick of the trade" situation. He tells them that to keep speeders and law violators from burning the highway in their own, he posts three motorcycle policemen to drive up and down the highway—JUST SHOWING THEMSELVES—The psychological effect upon drivers is all that can be expected. Traffic proceeds at a reasonable rate.

A great assistance to the traffic detail is their new station wagon which is equipped with a public address system. He humorously points out the fact that a little announcement like "will the lady in the blue convertible move as she is blocking traffic" gets very quick results. The P A system does the work of many men.

The conclusion of his talk is the best bit of public relations possible. He has a question and answer period. He realizes, as does the entire police department that people love to "gripe" to a policeman and he gives his listeners the opportunity. He states that suggestion he has received during these periods have sometimes solved a problem that has been puzzling the police department for a long time.

Rockville Centre is to be commended on its public relations program.

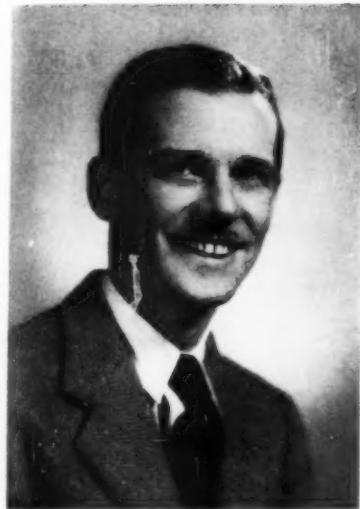
Why is a Policeman? (from page 12)

If his patrol car should stop he should be able to tell the cause, if not be able to fix it.

Police work is 2/3 night work and a family man can't spend much time at home . . .

All these things add up to asking the question . . . "Why do you want to be a policeman?" . . . That is a pretty good question.

(*LAW and ORDER* will pay standard rates and publish letters on this subject if suitable for publishing. EDITOR)



Lee E. Lawder

From the Editor

LAW AND ORDER has several aims, all of which are directed toward assisting the man "concerned with the business of law enforcement" to do his job in the best possible manner. This journal will be of service to keep him posted on new developments in scientific crime detection . . . new laws from Washington and how they concern the local, county and state enforcement agencies . . . best methods and ways to minimize "paper work" . . . There will be helpful articles by men who have found the solution to problems that are common to all . . .

It is sometimes difficult while looking at an infant to predict what type of man will develop . . . how much character and integrity will be in his make-up . . . Much depends on outside influences . . . the people he comes in contact with and their influences over him . . . his influence over them. He can be a leader or just "another" of the crowd.

And so, we present our first issue of LAW AND ORDER.

It is an infant. Much of its growth and success is dependent upon its readers and we, as publishers are ever conscious of the obligation we owe to these readers. We must keep our articles of a high standard of quality . . . We must deliver to you 12 issues a year . . . each one containing articles that are helpful and constructive. Reader's acceptance is the element that will keep us in business.

It is a matter of record that every year a certain number of new publications appear on the reading market. During the test of time some of these grow into mighty forces, contributing much to the thought and well being of their readers while others quietly return to the oblivion from which they came.

This is the first issue of LAW AND ORDER.

For many years we have recognized the fact there has been a gap on the horizon of business, professional publications in the law enforcement field. We realize, of course, there are many journals published in local areas as well as those which are meant for the executives and "specialists" in departmental endeavors. Our journal is an independent magazine and it will cover the entire law enforcement field from the top key men down to the newest member of the department.

Random Shots

We have noticed several amusing signs while visiting police headquarters. Some have that "many a true word spoken in jest-ish" flavor about them. In the detective squad room at Hackensack (N. J.) is one that reads "An ounce of patience is worth a pound of brains" . . . That's really the basis of police work, isn't it?

Life has become more complicated for Chief Joseph Gorman of Ridgefield Park, N. J. since the northern end of the New Jersey Turnpike pours traffic "in and out" in his town. There are more accidents . . . more traffic . . . more people coming off the turnpike forget they are back in city limits and keep their foot too heavily on the gas pedal.

The reply cards that we sent along with our letter of introduction to LAW AND ORDER came back to us with many interesting comments. We were surprised at how many told us "what a big chunk we bit off and hope we'd be able to chew it". Several asked us to keep in mind the small man-power department (which we will). We are certain you understand the purpose and aim of our magazine and we promise you it will become more valuable to you as we grow. If you can be of service in writing an article which will help a brother officer on the other side of the nation, we would be glad to hear from you. There are several subjects that were requested and if you are versed in them, here's your chance to help . . . Public Relations . . . Promotion and Training . . . Report Writing . . . Juvenile Traffic Offenders and Juvenile Delinquency, Vandalism Control . . . Parking . . . Traffic . . . Simplified Filing Systems . . . Weapons . . . These are some of the requested topics.

As we go to press word has come to us that Chief Leo Lunney (Spring Valley, N. Y.) was going on a vacation to Florida. He hoped to get a chance to say hello to his buddy Chief A. B. Moore of Daytona Beach, Fla.

If you haven't read "The Policeman's Guide" by Cornelius F. Cahalan, be sure and don't miss it. This is a handbook of study and instruction designed to help veterans get promoted and new recruits can get at real indoctrination into police work. It's a Harper Brothers publication and sells for \$3.50.

5⁵/₆ BATTALIONS-- ALL POLICE CHIEFS!

5155 Police Chiefs maintain Law and Order in the U. S. A.
That is the equivalent of 5 5/6 battalions — every man a top
officer — experienced — qualified!

Advertising in LAW and ORDER

A Statement of Policy

As the purpose of LAW AND ORDER is to be of service by providing information, it will welcome informative, factual advertising. It will accept the advertising of products or services which are of professional interest to the business of the police officer. As a thoroughly independent journal, advertising revenue is needed to further our scope and services to readers. Advertising itself is an asset for information about products, and is honest and "American" in that it appears over the signature of the manufacturer.

The first three issues of LAW AND ORDER will probably be published without the benefit of advertising, while we prove the interest value of the magazine, and test out our circulation and methods. These will be thin issues. As advertising is gained, our issues will be larger, and our coverage wider. Product ads will supplement and strengthen editorial information with facts on all that is new in radio, traffic methods, uniforms and equipment, cars and motor cycles, recording systems, in fact the whole paraphenalia of police work.

What will advertising cost in LAW AND ORDER? Our rates are set on a basis to allow for gains in circulation, at a base rate of \$300 a page for 10,000 copies. The immediate rates are shown below, as we are starting with over 5000 copies minimum guarantee.

2 Page Spread	\$250.00	1/3 Page	\$62.50
1 Page 7 x 10	150.00	1/4 Page	47.50
2/3 Page	112.50	1/6 Page	37.50
Island 1/2	100.00	20 Pica Col. 1"	7.50
1/2 Page (reg.)	87.50	13 Pica Col. 1"	5.00

Discount for 6 or more insertions per year 10%, every issue 20%. Advertising Agency discount 15%, Closing Date 1st of preceding month, issue date 25th of preceding month.

**LAW
AND
ORDER**

303 West 42nd Street
New York 36, N. Y.

5155 Executives

A Police Chief is a responsible executive, sometimes the only full-time executive, in charge of maintaining "government" in a community. He is "topman" for carrying out tangible control. To most, he is "the law".

5155 Employers

As "Chief" he employs and manages his force, from a tiny but vitally important village staff to the huge army of a great city police force.

5155 Engineers

The Police Chief has to know traffic and highway technicalities—possess a "sense" for city planning, and know communications systems. His job requires so many specific forms of knowledge that by practical necessity his thinking becomes good "engineering".

5155 Diplomats

And to all this, he must add a touch of political genius, the ability to "judge" and to gently juggle the emotions and reasoning of his fellow townsmen and city officials—all to result in "Law and Order".

5155 Purchasing Agents

These Chiefs arm, uniform, and maintain an enormous army—quartermastered from 5155 separate depots. The decisive buyer is the Chief! He is responsible for the effectiveness of his force, and it's equipment, from patrol car to CD siren, from office systems to finger-printer. It is a tremendously decentralized group of men to interest and SELL.

**Reach them swiftly—
economically—regularly**

by advertising in

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